A grade separation for the Seaboard Coastline Railroad tracks and Hamlet Avenue would be required. The tracks could be elevated similar to Spring Street.

Obviously, with any new proposal there are potential impacts that must be considered. This is why it is so important to weigh the different issues at hand to ultimately determine what is best for the community. In this case, Spring Street residents will be subjected to additional traffic including service vehicles. If a one way pair was implemented today, one would expect approximately 8,000 vehicles to travel on Spring Street at the current traffic level.* However, the current width of Spring Street (2-lanes) would allow approximately 12,000 to 14,000 vehicles per day (vpd) at an acceptable level of service. **

* 1995 traffic counts on Spring Street are 5,100 vpd.
** Source: Bureau of Multi-Modal System Planning, Florida Department of Transportation.

The **purpose and need** for this project is twofold:

1) The current designation and operation of US 74 is an extreme safety hazard. Because of the proximity of the two signals on Raleigh Street, operational problems become hazardous when peak hour traffic is forced between two signals and the conflicting turning movements in a one block distance. In the past five years, the two intersections of Raleigh St/Hamlet Avenue and Raleigh St/Spring Street have contributed to a total of 35 reported accidents. Implementing a one way operation would separate the dangerous turning movements while providing the needed capacity.

2) The capacity of US 74 along this corridor ranges from 10,000 to 15,000 vpd. Couple this with the back to back signals on Raleigh Street and it creates a higher potential for accidents. At the current level of traffic (18,000 vpd) sections of US 74 along this corridor operate at a level of service "D" and sometimes "E". This means that drivers are experiencing stop and go traffic throughout the day.

The Environmental Impact Statement R-512 for the US 74 Bypass is a detailed alternatives analysis which includes projections for future traffic. Published in 1992, this document includes projections for traffic on existing US 74 with the implementation of the Bypass. According to the report, the projected 2016 traffic on existing US 74 through Hamlet will reach approximately 29,000 vpd. On the other hand, the new US 74 Bypass is estimated to carry only 13,000 vpd by the same design year.

- **Hylan Road Connector to US 74.** This 2-lane proposed connector would allow Hamlet residents living south of the Seaboard Coast Line Railroad direct access to existing US 74. Presently, this traffic is forced to use Biltmore Road when traveling to the mall area. Marlboro Street is the other closest access point to US 74. Both facilities are currently over capacity. The proposal will also provide immediate access to the proposed interchange for the US 1 Bypass.